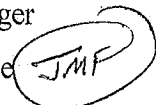


Memo

To: Board of Managers
CC: Shana Davis-Cook, Village Manager
From: John M. Fitzgerald, Chief of Police 
Date: October 8, 2013
Re: Proposed Modification to Police Car Replacement Policy

I. To the Point

I am requesting approval from the Board of Managers to modify our current vehicle replacement policy for marked patrol cars from one which is based upon a vehicle's mileage (75,000 miles) to one that is based on its years of service (as a function of wear and tear). If the Board approves this change:

- Two of our three cars would be eligible for replacement now, and the third would be eligible in FY15;
- Board action would be required to modify the current FY14 budget (CIP); and
- Board action would be required to authorize the purchase of the cars and related equipment.

II. The Scope of the Problem

In the two years since I have served Chevy Chase Village, I have watched as our small fleet of Chevrolet Impala patrol cars has become increasingly unreliable. When I began serving as Chief of Police in October, 2011, we had four marked fleet cars. In December, 2011, the oldest of the cars was involved in a rollover collision on Brookville Road when a motorist ran a stop sign, rendering our car a total loss¹ (the officer was not severely injured). That car was not replaced, and we have since done business with three marked cars.

The loss of the fourth cruiser was significant for two reasons: first, the same amount of use was spread across three cars rather than four, thereby increasing the pressure on the remaining three cars, and second, whenever a car went in for repair, we were left with an inadequate number of marked cars. On several occasions, two cars were down for repairs at the same time; having two cars in the shop at once is an untenable situation, and we have had to scramble to keep sufficient cars in service so that our officers would be able to do their jobs. We have spent an unreasonable amount of work time shuttling cars to and from the shop in Rockville.

Worthy of note is the fact that our officers have almost no confidence in the fleet. The cars have broken down so frequently that the officers expect them to fail. By way of example, at **Appendix 1**, I have attached some rough notes that I wrote on September 6 to document the problems we worked through that day.

¹ The at-fault driver's insurance company (Allstate) paid the Village \$13,299 to settle the claim for the car; that money was deposited into the Village's general fund. Also, in January, 2013, our original bait car was totaled by a distracted driver; the at-fault driver's insurer (Nationwide) paid the Village \$9,230 to settle that claim. We spent only \$4408 for our replacement bait car, and the remaining \$4822 went to the Village's general fund. Net to the Village: \$13,299 + \$4,822 = **\$18,121**.

I had staff conduct some research so that I could see if the data would support my sense that it was time to replace our cars. I asked for data that would show how many round trips we made to the shop for repairs; how many days our cars were out of service; how much we spent on repairs, and the total cost of ownership for each car (acquisition plus all maintenance costs). The tables show that as the cars age, they break down more frequently, which is entirely consistent with our experience. That data is displayed in tabular form and attached at **Appendix 2**.

On September 19, I provided the vehicle cost tables to Treasurer Gary Crockett, and he used that data, coupled with some reasonable assumptions, to generate a spreadsheet which he then emailed to every member of the Board. Mr. Crockett's analysis proved very illuminating. In short, his analysis makes a persuasive case that our police cruisers should be replaced when the cars are between 4 and 5 years old. Mr. Crockett's email is attached at **Appendix 3** and his spreadsheet is attached at **Appendix 4**.

III. Proposed Policy: Service Years vs. Mileage

In accord with the Village's Vehicle Operations Plan, we currently budget to replace police patrol cars when we expect the odometers to reach 75,000 miles. Based on that policy, in FY13, the Board approved a CIP which will replace our cars over three fiscal years beginning in FY15.

Although a car's mileage is often a good indicator of a vehicle's life expectancy and condition, our experience in the Village is very different; mileage has proven to be far less relevant than the age of our cars. Due to the way we work² and due to our small geographic area, our police cars wear out from use well before they reach 75,000 miles³.

Based on our data and Mr. Crockett's analysis, **I propose that we budget to replace police patrol cars when they reach 5 years of service.** Although a 4-year replacement cycle is not unreasonable, I believe that a 5-year cycle is the right place to start, and it would not prohibit earlier replacement with adequate justification and Board approval on a case-by-case basis. If the Board adopts this proposed change, our two longest-serving cruisers would be replaced in the current fiscal year as they are in their 8th and 6th years of service respectively. The third cruiser would be scheduled for replacement in FY15.

IV. Green Procurement

The Police Department currently has a hybrid-fueled (electricity/gasoline) car in its fleet that is used for covert surveillance and administrative tasks, and we considered such a car to replace our aging patrol fleet in accordance with the Vehicle Operational Plan. We also kept overall fuel efficiency in mind as we scanned the market.

We quickly determined that a hybrid car would not be the right choice for a patrol car. The cars we are replacing perform a variety of functions—many hours of continuous use; prisoner transport in a secure compartment; pushing a disabled vehicle out of the roadway; responding to emergencies; protecting a collision scene; operating in adverse weather conditions—that exceed the capabilities of today's hybrid cars. Further, our experience makes it clear that we need a vehicle that is designed for heavy-duty use and is supported by aftermarket makers of vehicle-specific equipment (prisoner cages, push bumpers, consoles,

² Our cars are driven by multiple drivers and the cars are given little rest. House checks, speed humps, stop signs, and low speed limits within the Village combine to put heavy use on the brakes, cooling system, suspension, electrical system, transmission, seats, etc. This type of use is very hard on cars.

³ Current odometer readings are: Stock 732: 37,000; Stock 730: 49,000; Stock 728: 64,000

video camera mounts, etc.). There is no hybrid-fueled car on today's market that is capable of performing as our patrol cars must, and essential vehicle-specific aftermarket equipment is not available for such hybrids.

Although a hybrid vehicle is not the solution for our patrol function, the car that we recommend—the all-wheel drive 2014 Ford Utility—moves us in the right direction environmentally. The Utility is a 'flex-fuel' vehicle and will be able to use **E85** fuel (85% ethanol/15% gasoline rather than the traditional 10% ethanol mixture). Montgomery County supplies E85 at its fuelling sites. Additionally, the Ford Utility is powered by a 6-cylinder motor with variable valve timing technology that improves fuel economy and reduces emissions. The car's estimated fuel economy numbers are respectable: 16mpg city/21mpg highway/18mpg combined.

V. Cost of a New Car

The Montgomery County Government has already conducted a competitive bidding process for its police cars, and the Village may take advantage of the favorable prices under that contract. The contract price list is attached at **Appendix 5**. The car that would be ideal for our use (improved safety features; easiest to get into/out of; excellent bad weather performance; increased cargo space and access to equipment; good fuel economy; 5-year power train warranty, 3-year bumper-to-bumper warranty; engineered specifically for heavy use) and comes highly recommended by local fleet managers is the all-wheel drive 2014 Ford Utility. Pricing is as follows:

Base price (competitively bid):	\$27,216
Equipment (we will reuse what we can):	7,500
Installation labor:	3,800 (38 hours @ \$100/hour)

Total acquisition cost per car: \$38,516*

(*to be offset by the residual of our decommissioned cars; the cars will be sold via government auction)

VI. Action Requested

Board authorization is requested to revise the Vehicle Operational Plan such that marked police patrol cars will be replaced when they reach five years of service. The draft of the proposed revision is attached at **Appendix 6**.

Appendices:

1. Notes from September 6, 2013
- 2A: Police Cars: Down Time & Repair Costs
- 2B: Police Cars: Repair Costs Per Fiscal Year
- 2C: Police Cars: Total Cost of Ownership
3. Email from Mr. Gary Crockett, Treasurer
4. Mr. Crockett's spreadsheet
5. Montgomery County contract #1023055 pricing sheet
6. Proposed revision of Vehicle Operational Plan (p. 7 of the Plan)

APPENDIX I

Chief Fitzgerald's rough notes from Friday, September 6, 2013

- 732 was in the shop (went up for overheating; cost \$1500 for new radiator, 2 cooling fan motors, fan blades); the tech took it for a test drive at 1030pm, and hit a deer, so to the body shop it went
- Timmerman was using 730; it died at 144 Grafton. I responded in 728 with the jump box, and 728 was making a loud metal-on-metal noise in the area of the front left wheel; I stopped and found that the center cap was missing all 3 bolts, but it was being held loosely in place by the 5 lug nuts
- After 30 minutes, got Timmerman's car started
- Headed back to Public Works; had Luis take one bolt from each of the rear wheels and move them to the front wheel; now, instead of 1 wheel missing 3 bolts, I had 3 wheels each missing 1 bolt; I planned to take it to 7 Locks to have them replace the bolts; I told Mike Younes that we needed to use the Durango for patrol
- Timmerman's car (730) died again on Hesketh, and Cpl. Tiedemann responded in the Durango
- As Tiedemann and Timmerman worked on getting 730 started again, they dispatched a call for a suspicious man in a red Toyota Sienna minivan who offered a ride to a woman on Kirkside.
- Tiedemann and Timmerman abandoned 730 and they both got in the Durango to search for the van; I delayed my trip to the shop and responded in 728 to assist
- The suspicious van was no longer in the Village, so Tiedemann and Timmerman went back to 730; they could not get it started.
- Timmerman took the Durango from Tiedemann and unloaded the gear from 730 and put it into the Durango.
- 7 Locks called and said that 732 was ready for pickup (out of the body shop)
- When Timmerman got off work, he took Tiedemann to 7 Locks in his personal car, and Tiedemann picked up 732 and returned it to service
- Tiedemann then took 728 to 7 Locks to get 3 new bolts on the wheels; after the bolts were replaced, Tiedemann couldn't get the car started (it had just been to the shop for this same problem 2 weeks prior)
- The shop diagnosed a bad starter, and replaced the starter while he waited.
- At the end of the day, we had 728 and 732 back in service, but 730 was awaiting service at 7 Locks

APPENDIX 2A

Police Cars: Down Time & Repair Costs (as of 09/14/13)

Stock 728 - 2006 Chevy Impala (~64,000 miles)									
	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	
Total Repair Costs	1,140.88	1,392.07	444.01	3,442.71	3,120.72	5,531.97	5,852.65	2,561.46	

Times to the Shop	4	5	2	5	6	7	11	4	
Number of Days Out of Service	12	23	9	33	31	43	34	14	

Stock 730 - 2008 Chevy Impala (~49,000 miles)									
	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014			
Total Repair Costs	1,163.17	807.72	997.20	3,908.48	4,196.07	656.57			

Times to the Shop	4	4	4	7	10	1			
Number of Days Out of Service	26	6	18	46	49	3			

Stock 732 - 2009 Chevy Impala (~37,000 miles)									
	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014				
Total Repair Costs	581.94	912.92	1,354.60	1,743.66	2,312.64				

Times to the Shop	2	4	4	5	3				
Number of Days Out of Service	10	29	20	22	8				

APPENDIX 2B

Police Cars: Repair Costs Per Fiscal Year (FY11-Current)

Vehicle	FY 2011 Repair Costs	FY 2012 Repair Costs	FY 2013 Repair Costs	FY 2014 Repair Costs
Stock 726 - 2005 Chevy Impala	6,333.81	2,040.89	N/A	N/A
Stock 728 - 2006 Chevy Impala	3,120.72	5,531.97	5,852.65	2,561.46
Stock 730 - 2008 Chevy Impala	997.20	3,908.48	9,349.41	656.57
Stock 732 - 2009 Chevy Impala	912.92	1,354.60	1,743.66	2,312.64
Total Repair Cost:	11,364.65	12,835.94	16,945.72	5,008.75

Stock 726 was involved in collision on 12-15-11 and was not replaced.

FY 2014 Repair Costs are up to date as of 09-14-13.

APPENDIX 2C

Police Cars: Total Cost of Ownership (as of 9/14/13)

	Stock 728 2006 Impala Acquired 7/06	Stock 730 2008 Impala Acquired 8/08	Stock 732 2009 Impala Acquired 8/09
Purchase Price	19,181.00	18,453.00	19,285.00
Equipment Cost	9,012.52	9,062.86	10,032.08
Equipment Installation Cost	2,525.00	2,640.00	3,014.23
1st Year Repair Costs	1,140.88	1,163.17	581.94
2nd Year Repair Costs	1,392.07	807.72	912.92
3rd Year Repair Costs	444.01	997.20	1,354.60
Fourth Year Repair Costs	3,442.71	3,908.48	1,743.66
Fifth Year Repair Costs	3,120.72	4,196.07	2,312.64
Sixth Year Repair Costs	5,531.97	656.57	N/A
Seventh Year Repair Costs	5,852.65	N/A	N/A
Eighth Year Repair Costs	2,561.46	N/A	N/A
Total	54,204.99	41,885.07	39,237.07

APPENDIX 3

September 20, 2013 email from Mr. Crockett to Board Members

From: Gary Crockett [mailto:gbcrockett@gmail.com]
Sent: Friday, September 20, 2013 5:55 PM
To: David Winstead; Elissa Leonard; Michael L. Denger; Pat Baptiste; Richard Ruda; Robert Goodwin; Davis-Cook, Shana; Fitzgerald, John M.; Younes, Michael; Protos, Demetri
Subject: Police Cruiser Replacement Policy
Attachments: Police Cruisers.xlsx

All,

I recently met with Chief Fitzgerald regarding our police cruisers. The goal was to come up with a sensible policy for when we should replace the cruisers. The short form of the story is this: The Chief provided some detailed data regarding the repair and outage history for our current 3 cars. I did some analysis of that data. My conclusion is that there is little or no financial justification for keeping cruisers longer than 5 years, a reasonable argument can be made for 4 years as the correct number, and 3 years is not completely crazy. Our cruisers are currently 8, 6, and 4 years old, and our CIP plan is to replace them in FY15, FY16, and FY17. I think some serious acceleration of that is in order. I believe that the Chief heartily agrees with that, for reasons that include but also go beyond the purely financial considerations.

The longer story follows.

Background:

Over the past year or so, Chief Fitzgerald has seen an increase in police car breakdowns. The Chief feels that the current cruisers are unreliable, that they are costing us money and significant staff time, and that the problems have disrupted operations. The Chief is frustrated with the unreliability of the current fleet, and the officers have little confidence in the cars. Chief Fitzgerald had staff put together cost (acquisition, outfitting) and repair (costs, trips to the shop, days out of service) data to get a complete picture of the problem and to start a discussion which might lead to a more effective car replacement policy. The Chief and I met yesterday to review the data.

There is currently no consistent policy for how long we should keep cruisers. To the extent that we've considered such a policy, we've tended to think in terms of mileage, as many jurisdictions do. We are nearly unique, however, in that we have a very small geographic area. Our cars are rarely driven on the highway, or even any significant distance on surface streets between stops. We only put about 8,000 miles per year on each cruiser, but those are very punishing miles, and our repair history suggests that time is much more important than mileage in estimating the car's useful life.

We recently went from 4 to 3 cruisers as a cost saving measure. When none of them are in the shop, that allows 2 cars on patrol (as we have every night shift and about half of the other shifts) and one for backup use by the Chief or Sergeant on duty. When one of the cruisers is unavailable and we have two patrol officers on duty, the Durango used by the administrative staff is equipped to provide a backup, so we can still function with some inconvenience. Therefore, assuming that the cruisers are reasonably reliable the Chief is not motivated to go back to having 4 cruisers.

An often overlooked aspect of cruiser reliability is that each trip to the shop takes about 5 hours of officer time, including the transfer of equipment to another car and the time of two people to deliver and pick up the car. While it's not illegal for a non-officer to drive a police cruiser to the shop, it's a bad idea because people assume that police cars contain people who are trained and authorized to handle various

situations that might arise. The upshot is that taking cruisers in for service usually disrupts to some extent the patrol and enforcement work that is the department's primary mission.

There's further disruption, not considered in the analysis, from dealing with cars that need to be jump started or otherwise dealt with outside the shop visits. (The Chief has a report from one memorable day earlier this month that is must reading.)

If you divide our police and communications budget by the number of hours in a year, you'll find that we pay about \$275 per hour for those services. While we get value beyond patrol and enforcement for that \$275, I think it's reasonable to suggest that we've effectively put a value of at least \$150 per hour on the patrol services. In the analysis that follows I've used a value of \$100/hour for the cost of the disruptions in patrol services when a cruiser has to be repaired.

The Analysis:

Obviously, the longer you keep a car, the less per day the depreciation costs you, but the more you can expect to spend in time and money for repairs. Additionally, as time goes on you would expect to get fewer days of use per year because of the additional days in the shop.

So I set out to figure out, based on our data and some assumptions about resale value and the like, what would be our total cost per usable day if we had a policy of replacing each car after X years of use. I ignored fuel costs since these don't depend much on the age of the car. The attached spreadsheet gives details and allows you to change the assumptions (in the 8 lines at the top of the spreadsheet) and see what effect it has on the results. The bottom line of the spreadsheet is the important one; I'll reproduce it here in table form:

Planned Lifetime	Cost per usable day
1 year	\$65.05
2 years	\$44.48
3 years	\$36.87
4 years	\$34.43
5 years	\$32.94
6 years	\$32.16
7 years	\$32.45

If we take this at face value it suggests that it's irresponsible to keep the cars less than 3 years, and that after 5 years the savings from holding on to them become negligible or even negative. I say "if we take this at face value" because, of course, it's based on data from only 3 cars, but they do seem to behave reasonably consistently. It's also based on some assumptions that can be questioned, but the conclusion (plus or minus a year) seems to be pretty robust if those assumptions are changed.

If we adopted a 5-year life policy, that would suggest that we should replace two cruisers now and the other one next summer. Other approaches, either more or less aggressive, might be reasonable, but I think our present course isn't.

I suggest we take up this issue at our October meeting.

Gary

APPENDIX 4

POLICE CRUISER OWNERSHIP COST ANALYSIS (by Treasurer Gary Crockett)

Initial cost with equipment		35000	(assumes \$5000 of equipment transfer from replaced car)				
Residual value after 1 year		15000					
Residual value after 2 years		10000					
Residual value after 3 years		5000					
Residual value after 4 years		2000					
Residual value after 5+ years		1000					
Lost hours per service trip		5					
Value of lost hour		100					
Year of Ownership							
Stock 728	Repair Cost	1411	1392	444	3442	3121	5532
	#Times to Shop	4	5	2	5	6	7
	Time Cost	2000	2500	1000	2500	3000	3500
	Days out of service	12	23	9	33	31	43
Stock 730	Repair Cost	1163	808	997	3908	4196	4196
	#Times to Shop	4	4	4	7	10	10
	Time Cost	2000	2000	2000	3500	5000	5000
	Days out of service	26	6	18	46	49	49
Stock 732	Repair Cost	582	913	1355	1744		
	#Times to Shop	2	4	4	5		
	Time Cost	1000	2000	2000	2500		
	Days out of service	10	29	20	22		
Average	Repair Cost	1052	1038	932	3031	3659	5532
	Cumulative Repairs	1052	2090	3022	6053	9712	15244
	#Times to Shop	3.3	4.3	3.3	5.7	8.0	7.0
	Time Cost	1667	2167	1667	2833	4000	3500
	Cumulative Time Cost	1667	3833	5500	8333	12333	15833
	Days Out of Service	16.0	19.3	15.7	33.7	40.0	43.0
	Cumulative Days Out	16.0	35.3	51.0	84.7	124.7	167.7
Years of ownership							
Residual Value		15000	10000	5000	2000	1000	1000
Daily In-Service Cost		65.05	44.48	36.87	34.43	32.94	32.16
							32.45
							7



APPENDIX 5

Isiah Leggett
County Executive

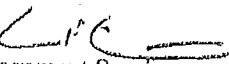
DEPARTMENT OF GENERAL SERVICES

David E. Dise
Director

MEMORANDUM

January 14, 2012.

TO: David E. Dise, CPPO, Director
Department of General Services

FROM: William K. Griffiths, Chief 
DGS/Division of Fleet Management Services

SUBJECT: Award Recommendation
IFB 1023055 FY13 Public Safety Vehicles

The referenced IFB was opened on January 6, 2013 with five Bidders responding. The following Bidders are recommended for contract awards:

Bidder 1 – Hertrich Fleet Services, Inc.

Item 3	Ford Police Interceptor FWD Unmarked	\$23,396.00
Item 4	Ford Police Interceptor AWD Marked	\$24,726.00
Item 6	Dodge Charger RWD Marked	\$23,644.00
Item 7	Dodge Charger RWD Unmarked	\$22,254.00
Item 8	Chevrolet Tahoe w/Spot Lamp	\$26,697.00
Item 9	Chevrolet Tahoe No Spot Lamp	\$26,193.00
Item 10	Chevrolet Tahoe 4WD w/Spot Lamp	\$30,257.00
Item 11	Chevrolet Tahoe 4WD No Spot Lamp	\$29,998.00
Item 12	Ford Police Interceptor Utility AWD w/Spot Lamp	\$27,216.00
Item 13	Ford Police Interceptor Utility AWD No Spot Lamp	\$26,983.00

Bidder 2 – Criswell Chevrolet, Inc.

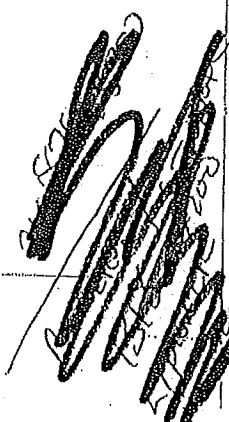
Item 1	Chevrolet Caprice Marked	\$26,911.00
Item 2	Chevrolet Caprice Unmarked	\$26,298.00
Item 14	Chevrolet Suburban Commercial 4WD 1500 for Canine	\$36,380.00
Item 15	Chevrolet Suburban Commercial 4WD 2500 for SWAT	\$37,329.00

Bidder 5 - Lindsay Ford LLC

Item 5	Ford Police Interceptor AWD Marked w/EcoBoost Engine	\$27,430.00
--------	------------------------------------------------------	-------------

Division of Fleet Management Services

16630 Crabbs Branch Way • Rockville, Maryland 20855 • 240-777-5730 • 240-777-5652 FAX
www.montgomerycountymd.gov



Within the Police Department, **[marked patrol cars]** ~~police cruisers~~ **[will be replaced when they have completed five years of service]** ~~are typically replaced when the cruiser reaches 75,000 miles and above; the maintenance and repair cost of these vehicles tends to increase significantly above the 75,000-mile mark.~~ The Police Department will anticipate when its vehicles are expected to reach that mileage threshold, and will request replacement in the appropriate fiscal year through the normal budget cycle.

All other Village vehicles are replaced on an as-needed basis.

Total loss: If a collision or other event results in the total loss of any vehicle such that the number of operational vehicles falls below the minimum required for that department's basic operations in accord with this plan, a replacement vehicle will be acquired as promptly as Village operations and budgetary constraints allow.

Greening the Fleet and Procuring Vehicles:

- Optimize routes and schedules (e.g., for regular Village maintenance)
- Perform regular maintenance on vehicles (check tire pressure to ensure optimum pressure and change oil regularly to optimize engine performance).
- Instruct drivers to avoid idling of vehicles whenever possible.
- Incorporate fuel efficiency in bid specifications for each class of vehicle in the fleet.
- Include a minimum fuel efficiency standard and incorporate cost of fuel into life-cycle costing of the vehicle to be purchased.
- Consider buying vehicles that run on alternative fuels, particular for larger vehicles that are required for certain task.

VI. Vehicle Use Protocols

The use of each Village vehicle must adhere to certain protocols beyond cognizance of maintenance and repair needs. These protocols ensure that personnel know the appropriate uses for Village vehicles. These protocols are advisory and serve as guidance.

- Does this vehicle meet the needs of the Village government?
- Is this the best vehicle for performing the task at-hand?
- Does efficient execution of this task/service necessitate use of a Village vehicle?


VII. Plan Evaluation and Implementation

This plan shall be reviewed and updated by the Village Manager. The policy shall be amended periodically due to staffing, budgetary or other changes and developments. Substantive changes shall be subject to review by the Board of Managers. Nothing in this plan shall be construed to imply binding compliance on any department within the Village.

CHEVY CHASE VILLAGE
BOARD OF MANAGERS
OCTOBER 14, 2013 MEETING

STAFF REPORT

TO: BOARD OF MANAGERS

FROM: SHANA R. DAVIS-COOK, VILLAGE MANAGER 

DATE: 10/9/2013

SUBJECT: BUDGET TRANSFER REQUEST: TRANSFER \$80,000 FROM RESERVES TO FY2014 CAPITAL EQUIPMENT BUDGET FOR THE PURCHASE OF TWO FULLY-OUTFITTER MARKED POLICE PATROL CARS; AND
PURCHASE AUTHORIZATION REQUEST: TWO POLICE PATROL CARS FROM HERTRICH FLEET SERVICES, INC.

Budget Transfer

As outlined in Chief Fitzgerald's memo, he proposes to amend the Village's current marked patrol car replacement policy to allow for their replacement once they have reached five years of service (as a function of wear and tear). The current CIP reflects purchases of replacement patrol cars in FY2015, FY2016 and FY2017 pursuant to the former policy, which scheduled patrol cars for replacement when they reached 75,000 miles. Under the revised policy, replacement of two of our existing patrol cars would be shifted to the current fiscal year, and replacement of the third cruiser would be included in the FY2015 budget.

Capital expenses in the current year were budgeted at \$1,252,000. The purchase of two fully outfitted patrol cars would cost approximately \$80,000, increasing this year's estimated capital projects expenditures to \$1,332,000, and increasing our projected draw on reserves from \$323,015 to \$403,015.

As noted in Chief Fitzgerald's earlier memo, a total of \$18,121 was added to Village reserves in FY2012 and FY2013 as a result of the loss of two public safety vehicles. Village reserves currently stand at \$6,210,540 (as of the beginning of FY2014). If the additional appropriation of funds is authorized, Village reserves would continue at a healthy level of approximately \$5,807,525 by the end of the fiscal year.

It is worth noting, however, that the budget for police operations, vehicle maintenance and repairs was increased from \$12,500 in the original FY2013 budget to \$15,000 in FY2014. The early replacement of two cruisers (that will be under full warranty for the first 3 years and a powertrain warranty for the first 5 years/100,000 miles) will certainly yield cost savings in the police operations budget for vehicle maintenance and repair during the 5-year period that the vehicles remain in the fleet.

Purchase Authorization

The Village purchases vehicles under Montgomery County, Maryland State or other government agency contracts to take advantage of the competitive pricing that these larger organizations are able to obtain. Accordingly, we propose to purchase the two replacement marked patrol cars under Montgomery County contract #1023055 from Hertrich Fleet Services, Inc. Chief Fitzgerald seeks to purchase two Ford Police Interceptor Utility all-wheel drive w/spot lamp vehicles, in the amount of \$27,216 each (\$54,432 total).

Board Action Requested/Draft Motions

1. I move to authorize transferring \$80,000 from general fund reserves to the "Capital Projects, Equipment" category in the FY2014 budget for the purchase of two fully outfitted marked police cruisers.¹
2. I move to authorize the Village Manager to purchase two Ford Police Interceptor Utility vehicles from Hertrich Fleet Services, Inc. in the amount of \$54,432 under Montgomery County contract #1023055.

Attachment

FY2014 CIP Expenditure Detail Sheet
Montgomery County Contract #1023055 Information Sheet

¹This action will require an affirmative vote of at least five members (state law requires an affirmative 2/3 vote of the governing body to transfer funds between major budget categories).

Expenditure Detail Sheet

Public Safety Vehicles

Category
Department
Zone Location

Vehicles
Police/Communications
3

Date Last Modified
Funding Source
Status

February 1, 2013
Tax-Based/*SafeSpeed*
Ongoing

EST. EXPENDITURE SCHEDULE (dollars in thousands)

Vehicle Type	Total	Est. FY13	Total 6 Years	FY14	FY15	FY16	FY17	FY18	FY19	Beyond 6 Years
Police Cruiser	118	0	118	0	38	40	40	0	0	42
Hybrid surveillance	0	0	0	0	0	0	0	0	0	30
Total	118	0	118	0	38	40	40	0	0	72

EST. FUNDING SCHEDULE (dollars in thousands)

Tax-Based Revenues	0	0	0	0	0	0	0	0	0	0
<i>SafeSpeed</i> Revenues	118	0	118	0	38	40	40	0	0	72
Grants/Reimbursements	0	0	0	0	0	0	0	0	0	0
Total	118	0	118	0	38	40	40	0	0	72

EST. OPERATING BUDGET IMPACT (dollars in thousands)

Labor/Maintenance			-10	0	-2	-3	-2	-2	-1
Materials/Equipment			-10	0	-2	-3	-2	-2	-1
Total			-20	0	-4	-6	-4	-4	-1

Description

These vehicles will ensure the continuity of operation of Village government while ensuring that the services Village residents have come to rely on such as 24/7 police patrols, house checks, speed and stop sign enforcement. The cost for a police cruiser is all inclusive of any equipment needed such as a radio, light bar and push bumper. Due to the need for these vehicles to be used for pedestrian, vehicular and public safety needs a certain percentage of the expenditures would be eligible to be paid out of the *SafeSpeed* revenues.

Estimated Schedule

Vehicles are purchased pursuant to the Village's Vehicle Plan. The 3 cruisers scheduled for replacement in FYs 15, 16 and 17 are based on the time when they are projected to reach the 80,000 mile mark. Thus, stock 728 is scheduled for replacement in FY15, stock 730 in FY16 and stock 732 in FY17. Based on the current mileage on the Hybrid surveillance car, it averages approximately 4,000 miles per year; it should not need to be replaced within the next 6 FYs.

Cost Change

On the assumption that there will be some market increases, the price projection for fully-equipped police cars is \$2,000 more in FY16 and FY17.

Justification

These vehicles will ensure the continuity of operation of Village government while ensuring that the services Village residents have come to rely on such as 24/7 police patrols, house checks, speed and stop sign enforcement are maintained.

Coordination

- Board of Managers
- General Government
- Police Department
- Public Safety Committee



OFFICE OF PROCUREMENT - CONTRACT LOG

[Procurement](#)[Public Information](#)[Services](#)[Home](#) | [Awardees](#) | [Bill 3-04](#) | [Bid Tabulations](#) | [Contracts](#) | [County Council Awards](#) | [Open Solicitations](#) | [Pending Solicitations](#) | [Projects](#)

View the Contract Log:

[HELP](#) | [Print](#)

Contract: 1023055

Description: FY13 Public Safety Vehicles

Expiration: 1/30/2014

Extension: 1/30/2014

Insurance Expiration: 2/1/2014

Bond Expiration:

Contract Execution: 1/31/2013

Vendor

Hertrich Fleet Services, Inc.

1427 Bay Rd

Milford , 19963

Contact: Russ Evans

Phone: (302) 422-3300

Fax:

Buyer: [Schuler, Peter](#)

Phone: 240 777 9944

Fax: 240 777 9952

Department: Department of General Services

Administrator: Kathleen Hynes

Phone: 240-777-5625

Available Contract Documents

Select at least one contract document from below option(s). Click [here](#) for instructions on how to uncompress and view your documents.☐ CONTRACT ☐ SOLICITATION[DOWNLOAD CONTRACT DOCS](#)[BACK](#)[Alert](#) | [Awards](#) | [Privacy Policy](#) | [User Rights](#) | [Accessibility](#) | [Disclaimer](#) | [County Code](#) | [RSS](#)

Copyright 2002- 2013 Montgomery County Government All Rights Reserved

Best viewed with IE 5.0 or Netscape 6.0 and higher